

BY ORDER OF THE COMMANDERS  
 AIR MOBILITY COMMAND (AMC)  
 AIR EDUCATION AND TRAINING COMMAND (AETC)  
 BY ORDER OF THE CHIEF  
 NATIONAL GUARD BUREAU (NGB)

MULTICOMMAND INSTRUCTION (MCI) 11-205  
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## Flying Operations

### C-5 OPERATIONS—TRAINING POLICY

MCI 11-205, *C-5 Operations*, implements AFD 11-2, *Aircraft Rules and Procedures*. This MCI applies to US Air Force Reserve (USAFR) units. Volume 9 establishes aircrew procedures for the operation of C-5 aircraft to accomplish their worldwide missions. Offices of collateral responsibility for this instruction are HQ AETC/XOT, HQ AFRES/DOTS, and NGB/XOOM.

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**1. General.** This volume outlines procedures, requirements, and restrictions for qualification and continuation training, and evaluation flights. See AFI 11-206, *General Flight Rules*, AFI 11-401, *Flight Management*, and MCI 10-202, volume 5, *C-5 Aircrew Training*, for additional information.

**2. Scheduling of Initial Training Flights.** Initial training flights for pilots normally will be conducted during daylight under VFR conditions. Exceptions to this policy are permitted where extensive periods of bad weather would delay training to an unacceptable degree. Under no circumstances will the first transition training be conducted at night.

**3. Instructor Pilot Briefings.** Before all training and evaluation missions, IPs and EPs will brief their crews on the mission profile. Brief students on training objectives according to attachment 1. As a guideline, maneuvers not covered in this briefing will not be flown.

**4. Debriefing.** After all training missions, instructors will review and evaluate overall training performed and complete training reports.

**5. Training Aircraft Not Capable of Flight.** If an aircraft is not in commission or otherwise capable of departure within 4 hours after scheduled departure time, the training mission will be canceled and crew rescheduled. Exceptions will be granted only with concurrence from the aircraft commander. Air National Guard aircrews under operational control of ANG may be extended beyond 6 hours with concurrence of the unit DO.

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**6. Simulated Emergency Flight Procedures.** Simulated emergency flight procedures will be conducted according to AFI 11-206 and this directive. Use a realistic approach and do not compound emergencies.

6.1. Policy. Simulated emergencies may be practiced only during training, evaluation, or currency flights when an instructor or evaluator pilot is in one of the pilot seats. IP candidates in a pilot seat and under the supervision of an EP not in a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to IP. Except for practice breakaways, simulated emergency procedures are prohibited during air refueling.

6.2. Weather. Simulated single-engine failure or no-flap approaches and landings are authorized in IMC if weather is at or above:

- Circling minimums during daylight hours.
- 1000/2 (but not less than circling minimums) during night-time hours.

6.3. Passengers. Passengers are prohibited on training, evaluation, or currency flights when simulated emergency procedures or touch-and-go landings are practiced. (**EXCEPTION:** See paragraph 7.4.)

6.4. Training Maneuver Restrictions. (See figure 1.)

Maneuver	Altitude Restriction	Remarks
Engine Shutdown	5000-foot AGL (min)	Do not practice actual engine shutdown when purpose of this maneuver can be realized by reduction of power. Under no circumstances will an engine be shut down for engine-out landing or missed approach training. VMC only.
Simulated Engine Failures	(One throttle at idle) Initiate above 500-foot AGL	Simulated engine failures are not authorized at less than 2-engine Vmca. Simulated engine failure will not be practiced when any actual emergency exists, during no-flap landings, or during practice category II ILS approaches. Simulate use of "MIN Q."
Go-Around and Missed Approach		
All engines	Initiate above 100-foot AGL	IPs and EPs shall not plan to initiate a go-around or missed approach below 100-foot AGL.
3 engines	Initiate above 200-foot AGL	Use all engines if initiated below 200-foot AGL.
Personnel and equipment on runway	Initiate above 500-foot AGL	
PACS Off		Limited to low approach only and not to be practiced in conjunction with simulated engine failure.
No-flap approach		Full-stop landing only. 15-knot maximum cross-wind component unless crosswind gear is used. Maximum gross landing weight 525,000 pounds. Landings may be performed on training, evaluation, and currency flights by AC upgrade candidates or higher.

**Figure 1. Training Maneuver Restrictions.**

6.5. Prohibited Aircraft Training Maneuvers:

- Simulated engine out takeoffs
- Approach to stalls and full stalls
- Dutch rolls
- Simulated runaway pitch trim malfunctions

- Simulated two engines out landings and missed approaches
- Jammed stabilizer
- Landing with inoperative hydraulic system
- RAT deployment
- Inflight gear kneeling
- No-slat landing
- Minimum run landings
- Steep turns (over 45 degrees of bank)
- Aborted takeoffs
- Unusual attitudes
- Emergency descents
- Emergency boom latching
- PACS off landing
- Simulated 3-engine approach, landing and go-around (copilot only)
- Simultaneous simulated engine failures and no flap approach training

**7. Touch-and-Go Landings.** Touch-and-go landings may be conducted only on designated training, evaluation, or currency missions. Stop-and-go landings are not authorized.

7.1. Touch-and-go landings may be performed by:

7.1.1. IPs, IP-candidates on initial or requalification instructor evaluations, or EPs in either pilot seat.

7.1.2. Any pilot from either seat provided an IP, IP-candidate on initial or requalification instructor evaluation, or EP is in the other seat.

7.2. Touch-and-Go Landings. May be performed when maximum takeoff and landing crosswind component, corrected for RCR, does not exceed flight manual limitations and reported ceiling and visibility values are equal to or better than 300-foot ceiling and RVR 40. Do not exceed the normal zone of the runway wind and crosswind component chart.

7.3. The minimum RCR for touch-and-go landings is 12.

7.4. Touch-and-go landings are authorized with ACMs and MEGPs provided the mission is a designated training flight.

7.5. Touch-and-go landings may be performed with cargo on board provided:

- TO 1C-5A-1 normal landing weight is not exceeded.
- Cargo security is checked prior to the first touch-and-go and thereafter at an interval determined by the loadmaster (normally not to exceed 1 hour). ACs must coordinate with the loadmaster and allow for the additional time required for this inspection.
- AC and loadmaster must determine the suitability of the cargo. Hazardous cargo is not acceptable.

**8. Manual Gear Lowering.** For training purposes, manual lowering of landing gear may be demonstrated to simulate an electrical power failure that would require manual actuation and override of normal landing gear selector valves. Current procedures in section III of the 1C-5A-1 will be followed with the following exceptions:

8.1. Control circuit breakers for the gear to be manually extended will be opened prior to initiating the emergency extension checklist.

8.2. Landing gear emergency extend switches located on the control pedestal will not be used for practice emergency extension.

**NOTE:** All training objectives pertaining to emergency extension of the gear using emergency extend switches can be accomplished in the flight simulator.

**9. Simulated Instrument Flight.** Simulated instrument flight may be flown and logged without use of a vision-restricting device.

**10. Category II ILS Training.** Flight training and evaluation may be conducted using any ILS where signal output is accurate and stable enough to achieve the desired training.

- Weather. No lower than 200/24 (visibility 1/2).
- Winds. Maximum crosswind component of 15 knots.
- When a category II decision height is not published, DH for training will be based on a height above terrain of 100 feet.

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## TRAINING AND EVALUATION FLIGHT BRIEFING

### A1.1. Description and Purpose of Mission:

A1.1.1. Type of training—upgrade, qualification, evaluation, etc.

A1.1.2. Overall training objectives.

A1.1.3. Planned training area and seat change procedures.

### A1.2. Mission Requirements:

A1.2.1. Fuel, configuration of aircraft, location, transportation requirements, station time, departure time.

A1.2.2. Clothing, personal equipment, ID card, ID tags, flashlight, FCIF, publications currency, and required publications.

A1.2.3. Weather, trip kits, flight orders.

A1.3. Inflight Duties. Crew duties, interphone and radio discipline, outside vigilance, sabotage and stowaway check, hijacking and aircraft security, weapons handling, and observer duties.

A1.4. Crew Coordination. Simulated emergency procedures.

A1.5. Training and Evaluation Requirements. Instructors and examiners for each crew position will outline requirements and objectives for each student and crewmember requiring training and evaluation on the mission.

A1.6. Air Refueling Briefing. See volume 17, paragraph 2, this MCI.